IN THE SPECIFICATION

Replace present paragraph [0006] with the following new paragraph [0006]:

[0006] FIGURE 1 illustrates notionally the flow phenomena that occur when an airfoil first enters the flow regime associated with steady-state stall. FIGURE 1 shows a wing W traveling from right to left at a high angle of attack α. FIGURE 1A shows the wing at time t, just as the wing encounters flow conditions that will lead to steady-state stall. Each of FIGURES 1B to 1E shows the wing position at a very short incremental time τ after the previous figure. As illustrated in FIGURE 1, steady-state stall is a process that actually takes a finite time to develop into flow separation from the wing surface. FIGURE 1A illustrates that the process of aerodynamic stall begins with a ~~staring~~ starting vortex C that is generated in the wake of the wing and a vortex CA at the leading edge of the wing W. This vortical flow continues to develop and become more complex as time passes, but as the flow is just beginning to separate from the top surface of the wing, the leading edge vortex CA causes the wing to generate lift as if the flow were still attached to its top surface. In fact, the leading edge vortex CA actually increases the local velocity over the wing, which increases the lift L as illustrated in FIGURE 1B. As the wing W continues to travel at an angle of attack α greater than the stall limit, this vortical flow continues to increase in complexity, and the flow eventually does separate from the top surface of the wing, as represented in FIGURES 1D and 1E. It has been suggested that insects can take advantage of this momentary increased lift associated with the beginning of flow separation because